

# Title 21 Parking and Site Access Amendment: Project Objectives and Scope



## **Parking** (2040 Action #4-3)

1. Area-specific, lower minimum parking requirements for urban and transit-oriented neighborhoods.
2. More complete menu of administrative parking reduction options with streamlined approvals.
3. A shift in emphasis toward alternative forms of site access such as walking, bicycling, transit.

## **Driveways/Dimensions** (2040 Action #4-6)

4. Narrower driveways for small, urban infill housing developments (3 to ~6 units).
5. More parking spaces allowed to be smaller for low parking turnover uses like housing, offices.

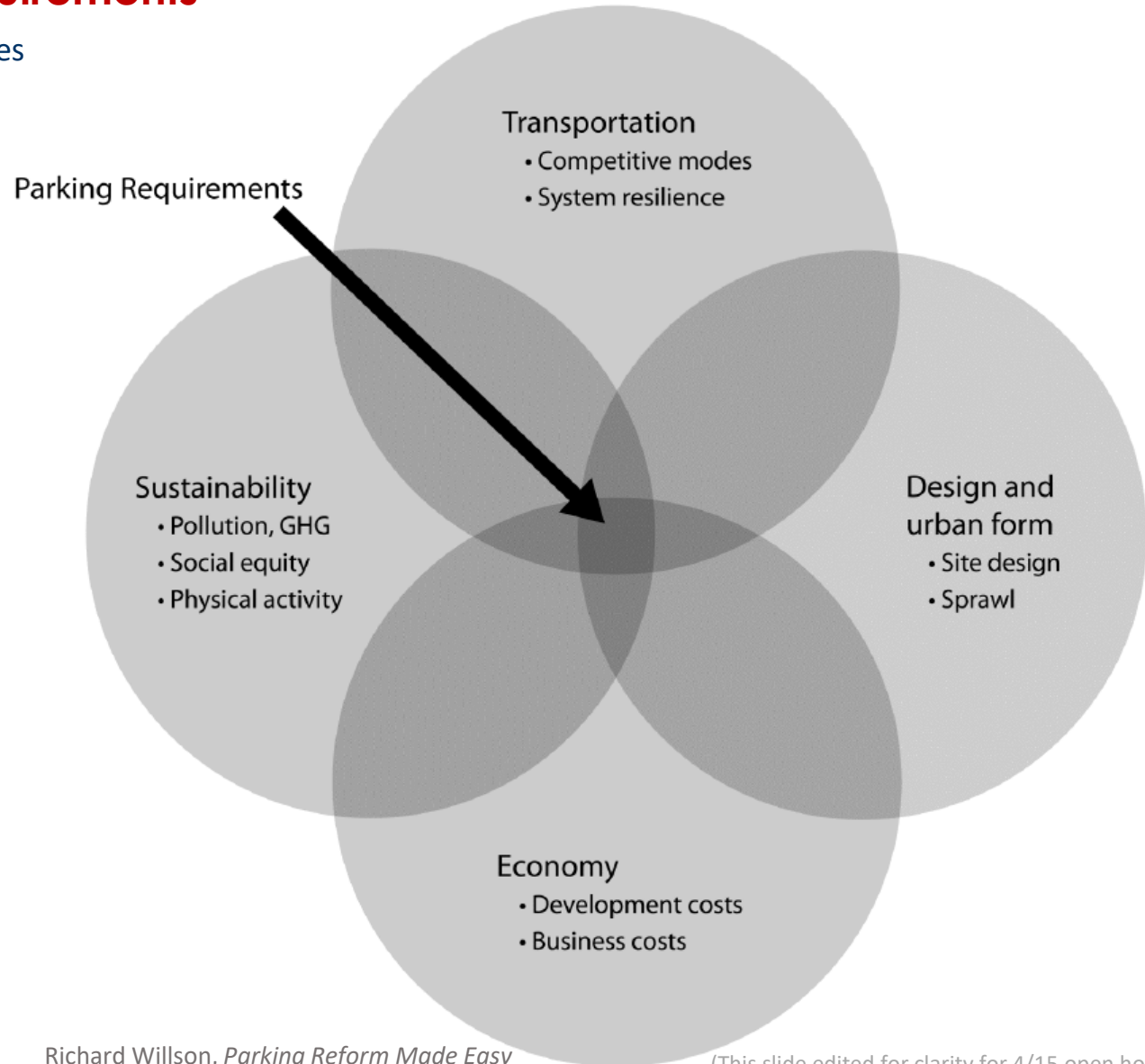
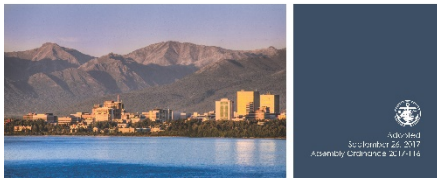
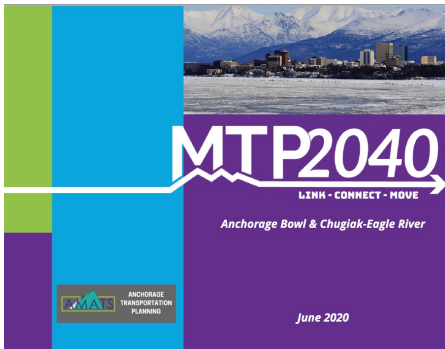
## **What this Title 21 Amendment Does/Does Not Do:**

- Takes a step toward right-sizing parking and driveway requirements in targeted areas of town.
- Streamlines approvals of parking reduction strategies known to result in lower parking utilization.
- Focuses on changes we can do immediately and relatively easily that can result in win-wins.
- Does **NOT** reduce minimum parking requirements in suburban parts of the Anchorage Bowl or in Chugiak-Eagle River or Girdwood.
- Does **NOT** attempt a comprehensive reassessment of use-specific parking requirements, by use types.



### Minimum Parking Requirements

- At Intersection of Many Policies
- Connects to Broader Issues
- A Policy Choice

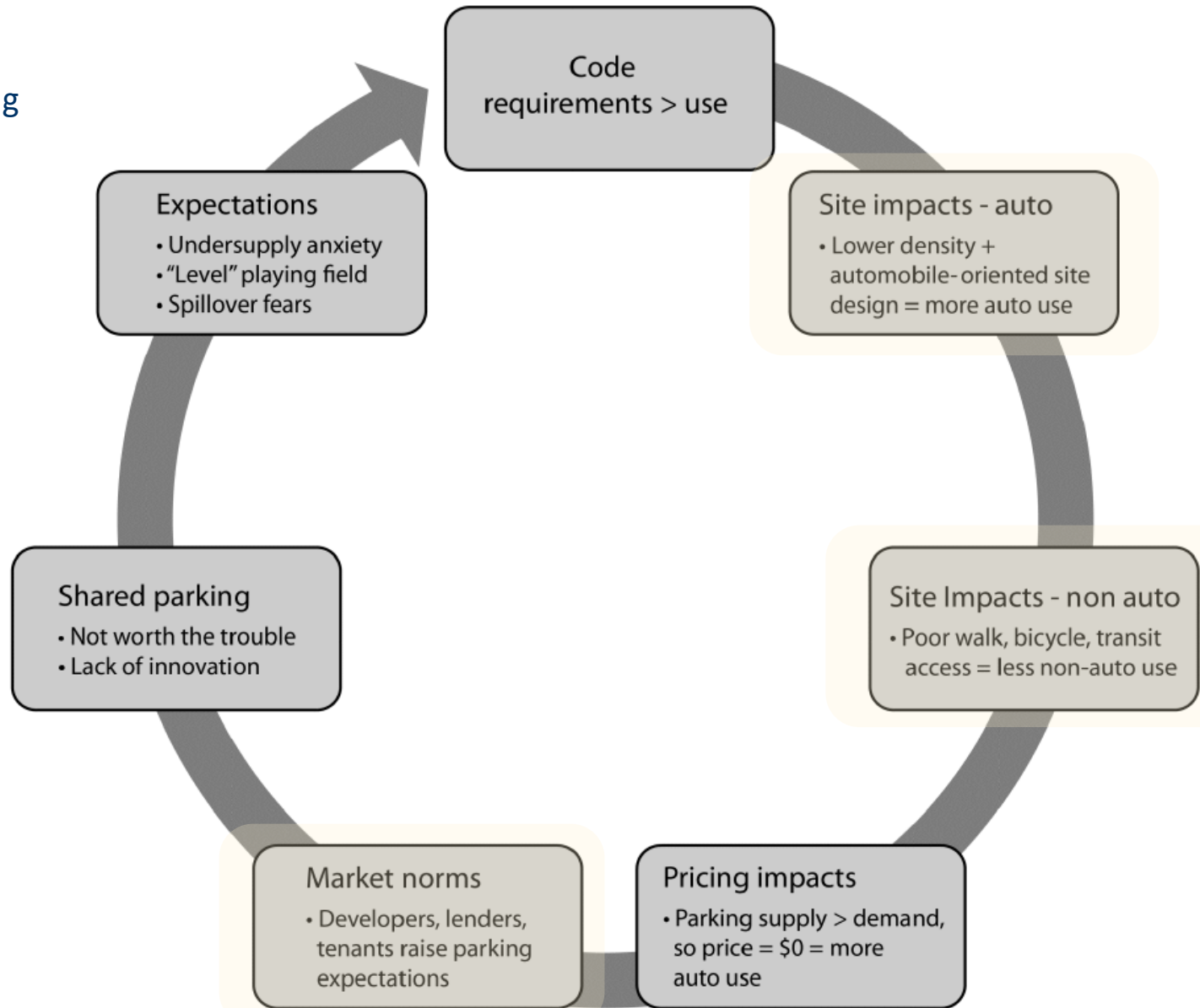




# Parking Code Does Not Align with AMATS Plans

## Circle of Vice\*:

- Require Excessive Parking
- Induce More Driving
- Thwart Other Goals



\*Credit/Illustration: Richard Willson, *Parking Reform Made Easy*



# Problems with the Status Quo

Issue	Problems with Current Regulations
Road Congestion	Spread uses apart, requiring most trips to be by single-occupancy vehicle.
Alternative Transportation	Impact the competitiveness of public transit, walking, and bicycling.
Urban Form and Design	Create <b>inhospitable design and walking environments</b> .
Small Infill Developers	Create need for parking reductions that require entitlement consultants and discretionary approvals beyond the capacity <b>of small infill developers</b> .
Small Business	Thwart business opportunities <b>in older commercial districts</b> .
Housing Supply and Cost	Drive up cost of housing, limit site feasibility, raise rents for all households.
Gentrification	Encourage larger, higher-end dwelling units.
Environment/Public Health	Impacts on stormwater runoff, ground-water quality, wildlife, native vegetation, air quality, gas emissions. Lower physical activity levels.
Economic Development	Thwart development and economic activity; Reduce property values; Reduce the city's competitiveness as an attractive place to live.
<i>Summary</i>	<i>A defining factor in urban design, density, travel choices, and project cost feasibility. Stand in the way of making Anchorage grow more prosperous, livable, equitable, and sustainable.</i>

# Assessment of Parking Regulations: Problem for Infill Multi-unit Housing



## Costs of Excessive Parking and Driveway Requirements

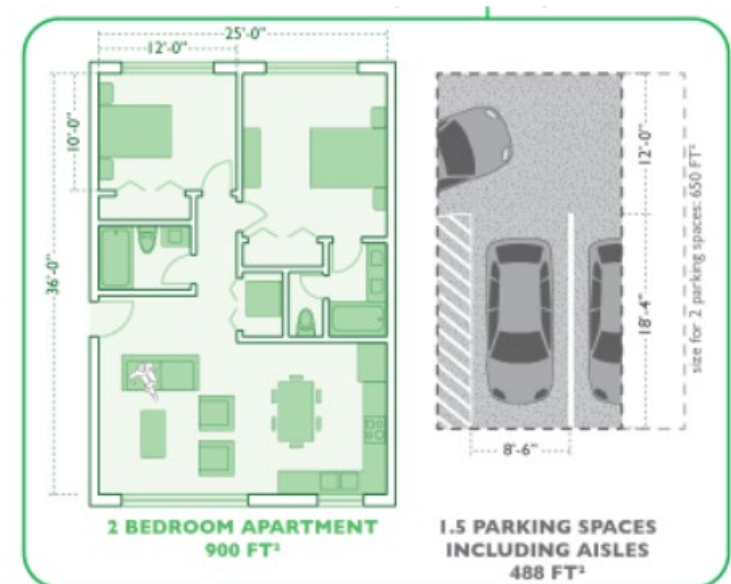
1. Biggest, most costly Title 21 requirement for 🏠.
2. Each parking space costs \$10,000-\$60,000.
3. Each parking space occupies 350-450 sq. ft.
4. Driveways must be 2X wider than needed for many infill projects.
5. 3+ units must have vehicle turn-around on-site.



*Driveways and Parking Cover Most of a Townhouse Site*

*10%-30% of multi-unit development costs (on-site).*

**HOUSING COST AND SIZE** ↑  
**HOUSING SUPPLY** ↓  
**RENTS** ↑ **FOR ALL TO PAY FOR PARKING**



*Two-Bedroom Apartment Living Space Versus its Parking Space  
(Credit: Seth Goodman, graphingparking.com)*



# Site-Specific Administrative Parking Reductions

## Discretionary Approval Process Discourages More Efficient Development

1. Minimum parking requirement exceeds parking demand for many types of developments and parts of town
2. But reductions must undergo discretionary review and approval, including potentially a parking study.

### Most Common Parking Reduction Agreements, 2000-2021

Number	Type of Parking Agreement
150	Off-Site Parking
43	Shared Parking
42	Other (unclassified, prior to current Title 21)
9	Bicycle Parking
9	Adjacent to Public Transit Route
5	Land Banking
4	Smaller Parking Spaces
2	Walking Distance to Downtown ( <i>north of 15<sup>th</sup></i> )
2	Senior Housing
2	Affordable Housing
2	Housing in Central City ( <i>in Midtown area</i> )
2	On-Street Parking ( <i>typ. in urban neighborhoods</i> )
1	Stacked and Tandem Parking
1	Community Parking Facility
0	Zoning Districts that Promote Mix of Uses

- Avg. of 21 reductions approved annually, 2016-20.
- 98% approval rate for reductions, 2016-20.
- Staff spent 1-3 hours (typ.) assisting applicants.
- Only 4 shared-parking reductions included housing.
- Only 15 area-specific reductions (shaded yellow).



One of many examples of projects that were eligible to seek parking reductions but that would have been required to undergo discretionary reviews.

# Assessment of Parking Regulations: Anchorage 2040 Land Use Plan Goals



## Goal 4 Neighborhood Housing

Anchorage's neighborhoods provide a range of places to live, meeting the housing needs of residents at all income levels, household sizes, interests, ages, abilities, and races and ethnicities.

Policy 2.3: Remove barriers to desired infill development and incorporate flexibility in development requirements...

Action 4-3: Allow more parking reductions by-right in key areas.

Action 4-6: Reform internal site circulation (driveway) standards.

Also: Recent Public Feedback



## Why Amend Title 21 Parking Now?

### Reduce Costs of Development/Housing

- ✓ Foster affordable/workforce housing and mixed-use development.
- ✓ Reduce rent for households with fewer cars.

### Support Infill, Redevelopment, and Urban Neighborhoods

- ✓ Allow for more business, housing, and mixed-use opportunities.
- ✓ Build on the character of Anchorage's older, urban neighborhoods.

### Make Alternative Travel Modes More Practical

- ✓ Improve Pedestrian/Bicycle/Transit access.
- ✓ Improve equity in access for all residents, employees, and businesses.





# Assessment of Parking Regulations: 2040 Urban & Transit-Oriented Neighborhoods

## “Growth-Supporting Features”:

- Traditional Neighborhood Design
- Transit-Supportive Development

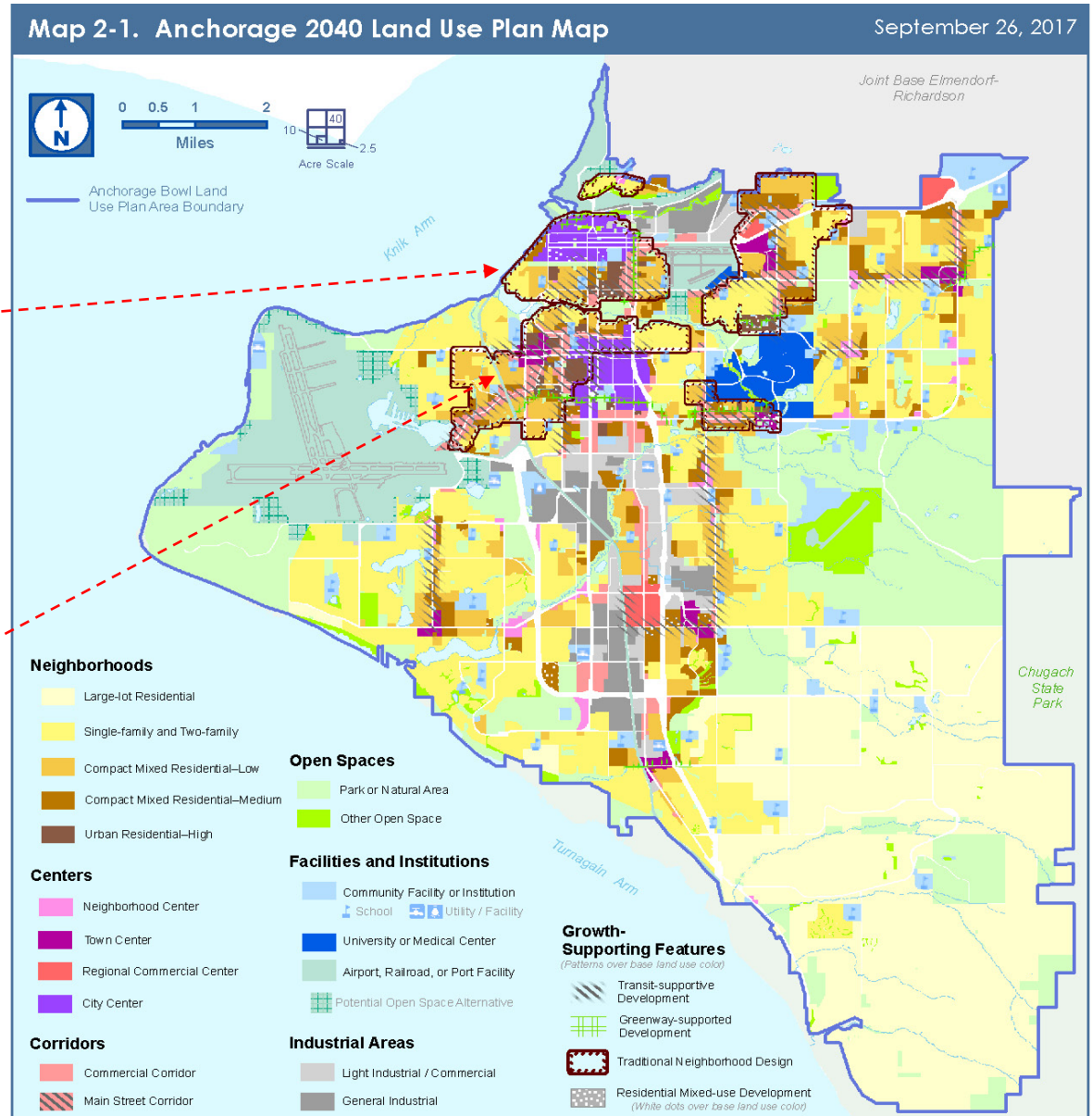


South Addition Street Grid



Spenard Street Grid

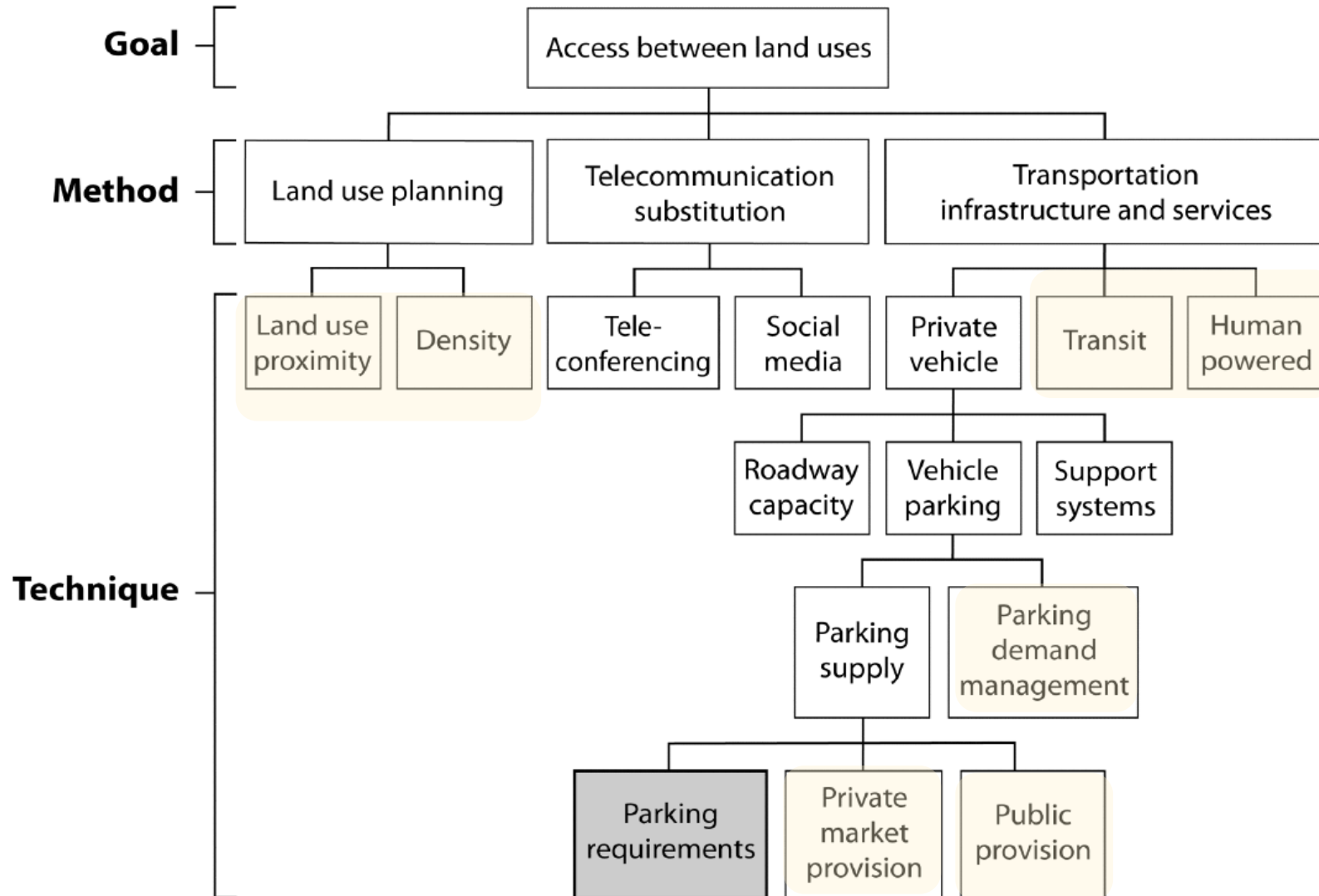
2040 Plan, p. 64: “Changes may include alternative parking and driveway standards” in these kinds of areas.







# What Transportation Techniques Can We Use?

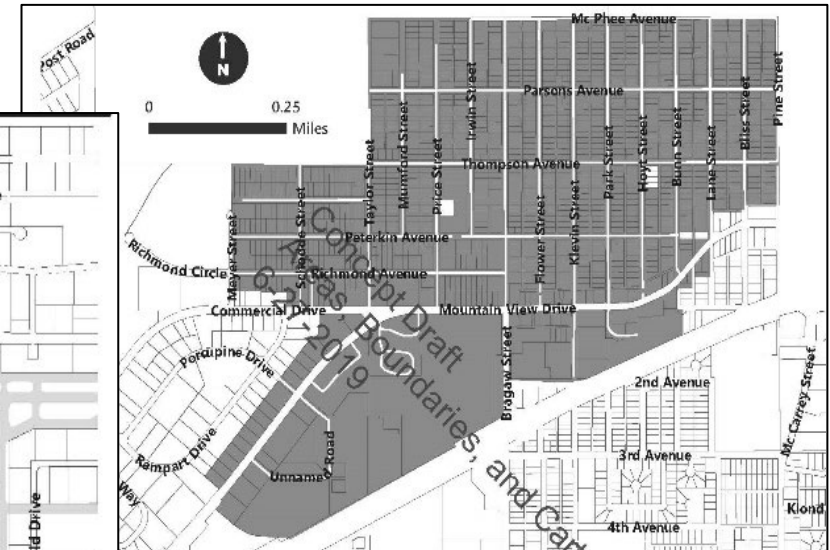
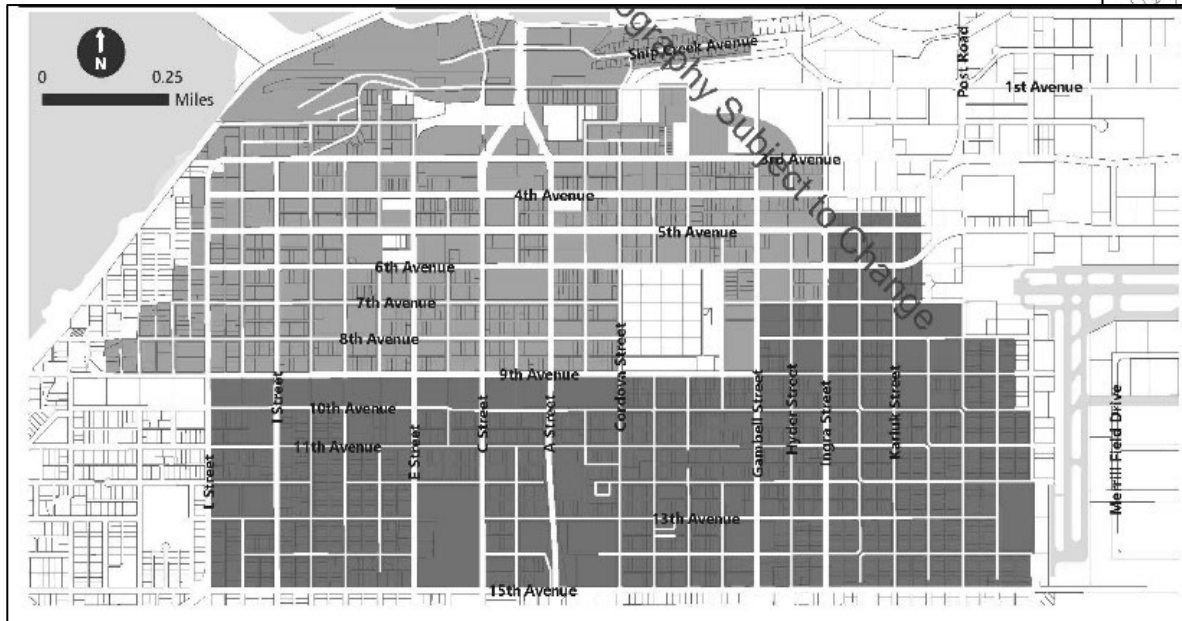


# Potential Amendments: Area-specific Lower Parking Requirements



## 1. Recognize Traditional Urban Neighborhoods

- Targeted, area-specific lower parking requirement in urban contexts: 20%-35% lower (TBD).
- Five (5) area-specific, discretionary parking reductions in current code would be deleted and replaced by this lower, by-right minimum parking requirement.
- Aligns minimum parking requirement with the areas' distinct built form and transportation options:
  - Sidewalks and gridded street network
  - Public transit service and pedestrian facilities
  - Physical development character and land use mix
  - Lower parking utilization rates



*Mountain View*

*South Addition and Fairview*

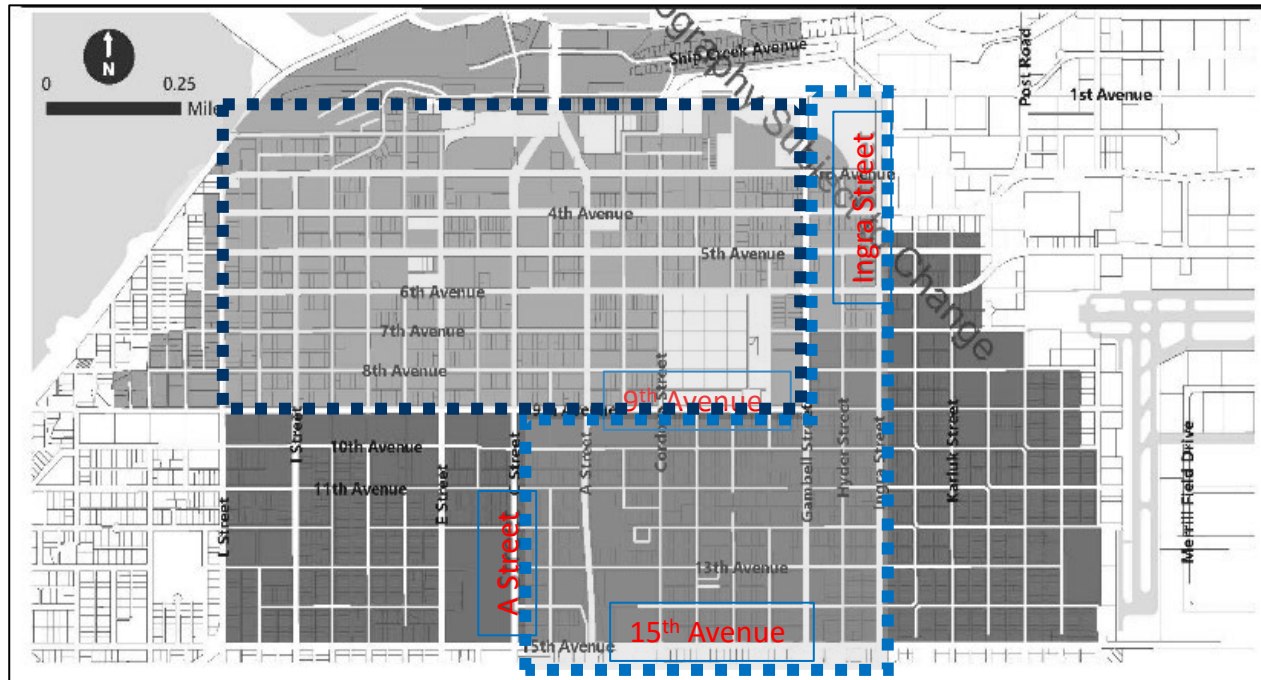


# Area-specific Lower Parking Requirements

## 2. Retain and Possibly Expand the Downtown Exempt Area

- a. Retains Downtown CBD's exemption from parking requirements.
- b. Potentially expands exempt area into Fairview.
- c. Should be accompanied by:
  - On-street parking management;
  - Street and sidewalk improvements and year-round maintenance;
  - Parking demand management strategies for site developments and the district.

*Downtown*





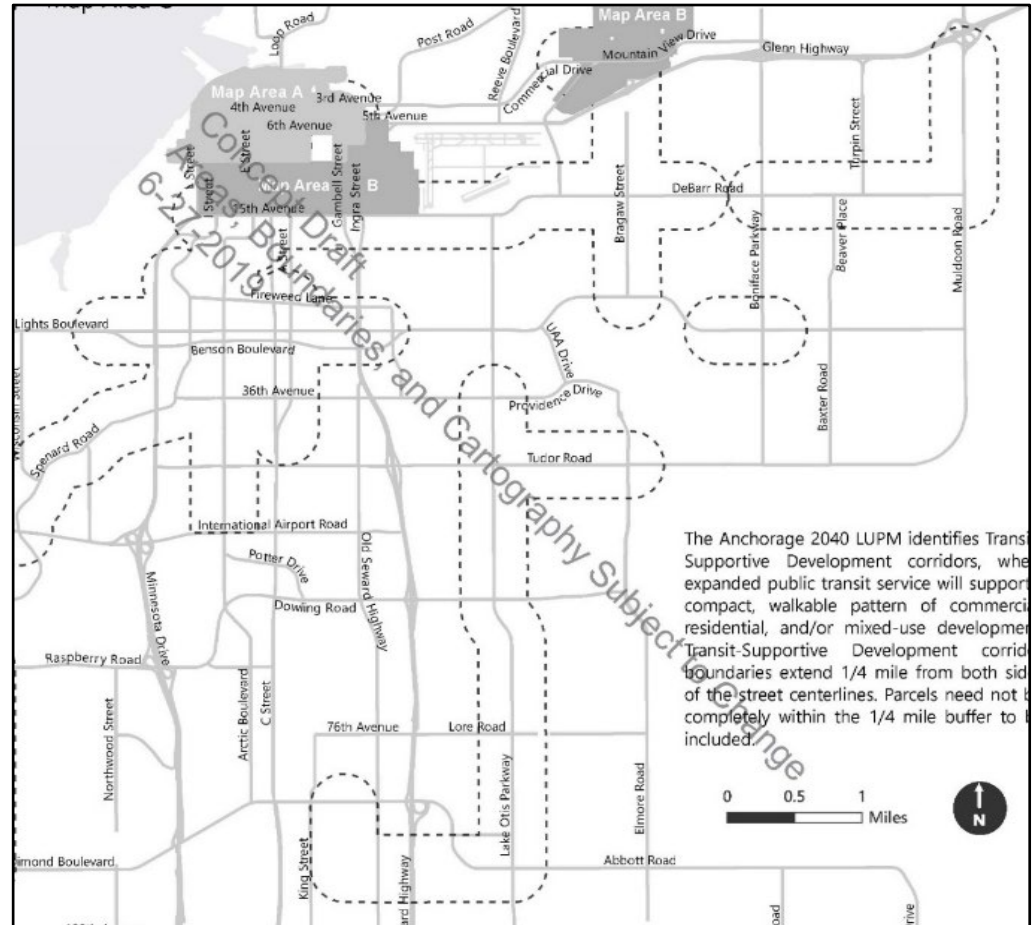
# Potential Amendments: Area-specific Parking Requirements

## 3. Recognize “Edge Urban” Neighborhoods and Transit-Supportive Corridors

- a. Targeted area-specific, lower parking requirement: 10-20% lower (TBD) .
- b. Three (3) area-specific, discretionary parking reductions would be deleted and replaced by the 10-20% lower, by-right parking requirement. One of the deleted reductions is a 5% reduction currently available on all public transit routes.

*“Edge Urban” Neighborhood Examples:*  
Spenard, Government Hill, Airport Heights.

*Transit-Supportive Development Corridors:*  
Areas within ¼ mi. of 15-to 30-min routes.  
(dashed lines on map)



The Anchorage 2040 LUPM identifies Transit Supportive Development corridors, where expanded public transit service will support compact, walkable pattern of commercial, residential, and/or mixed-use development. Transit-Supportive Development corridor boundaries extend 1/4 mile from both sides of the street centerlines. Parcels need not be completely within the 1/4 mile buffer to be included.



# Administrative Parking Reductions (City-wide)

## 1. Streamline Approvals


### a. Non-discretionary up to a %

- NO Traffic Engineer/Director approval
- NO Discretionary approval criteria
- NO Parking studies

### b. Discretionary reductions still allowed:




- ✓ For larger % or unlisted reductions
- ✓ Clearer review and approval criteria
- ✓ Fee for Traffic Engineer reviews

### c. Complete Menu of TDM Strategies:

- NEW** Six new menu choices
-  Better options for mixed-use

### d. Prerequisite Eligibility Criteria:

- Simplify pedestrian access criteria
- Delete extra private open space criteria
- Add compliance with bike parking

Parking Reduction Strategies		Non-discretionary Reductions
Shared Vehicle Programs	Carpool Program Rideshare (Vanpool) Car-Share Program Transit Pass Benefits	<b>NEW</b> up to 2%. up to 5%. up to 10%. up to 10%.
Enhanced Pedestrian Access	 Extra Bicycle Parking Enhanced Walkway Complete Sidewalk Transit Stop or Shelter Pedestrian Amenities	<b>NEW</b> <b>NEW</b> <b>NEW</b> up to 10%. up to 2%. up to 2%. up to 2% +1%
Parking Pricing	Parking Cash-out Unbundled Parking	<b>NEW</b> up to 10%. up to 10%.
Housing	Affordable Housing ADUs Senior Housing	up to 30%. area-specific exemption up to 25%.
Efficient Parking Facilities	 Shared Parking Off-site Parking District Parking Land Banking	yes, for up to 3 uses yes, for abutting lots discretionary only up to 25%
Infill Goals	 Adaptive Reuse Historic Preservation	<b>NEW</b> <b>NEW</b> exempts sm. increases up to 25% if listed

# Shift toward Transportation Alternatives



## 1. City-wide Parking Reforms:

- a. Delete requirement for most uses to provide at least 3 parking spaces.
- b. Allow ride-hailing/taxi and EV charging stations to count as required parking.



## 2. Urban and Transit Contexts:

- a. Require pedestrian-oriented site plans and possibly selection of TDM measures.
- b. Increase bike parking requirements, incl. longer-term (covered, secure) bike spaces.

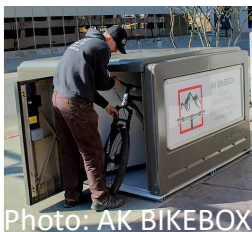
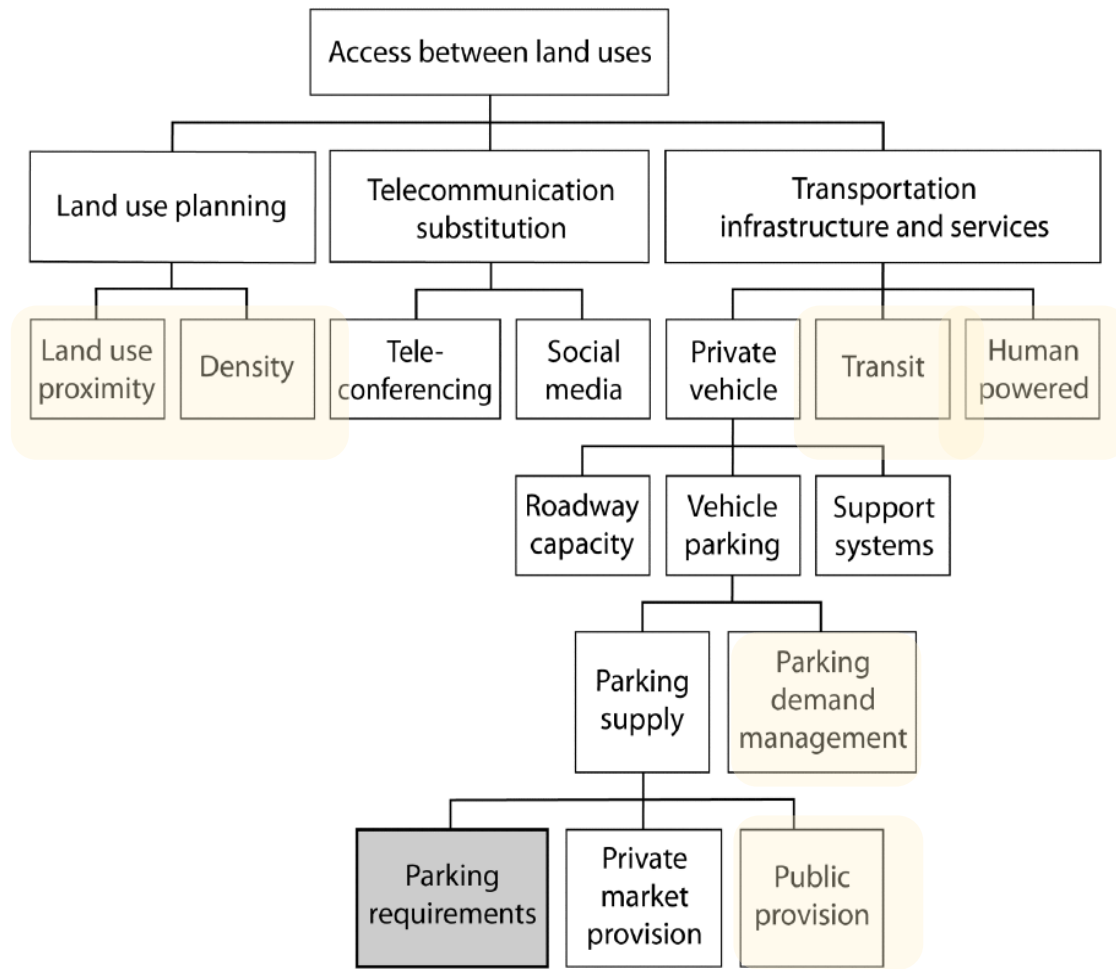


Photo: AK BIKEBOX



\*\* Credit/Illustration: Richard Willson, *Parking Reform Made Easy*



# Potential Amendments: Sidewalks in Traditional Urban Neighborhoods

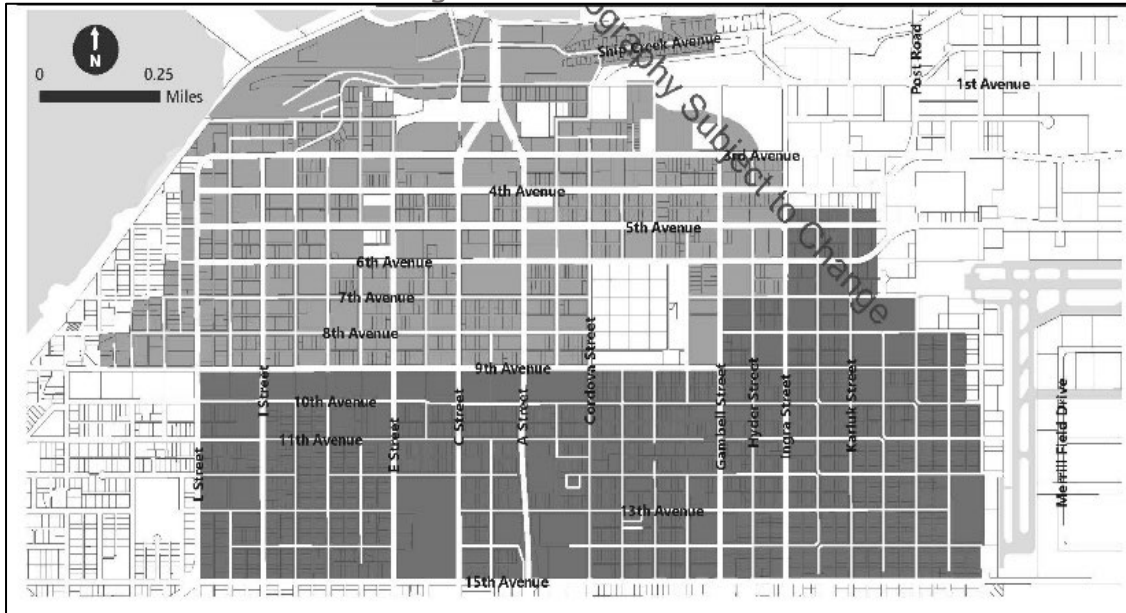
## 1. Requiring Sidewalk Installation where Missing or Below Standard

- Would expand existing requirement from DT, B-3, and R-4 zones to all zones in urban contexts.
- Would apply to infill projects, redevelopments, and expansions--not to renovations or changes of use.
- Would not apply to frontages along unimproved/inadequate street ROWs.

## 2. Requirement to Restore Level Sidewalk Surface after Driveway Construction

- Would prioritize pedestrian-friendly driveway curb cut design with safer, more level sidewalks in Title 21 relative to other municipal development regulations.

Traditional Urban Neighborhoods



*Example of sidewalk slope on new driveway curb cut.*



# Residential Driveways in Urban Neighborhoods

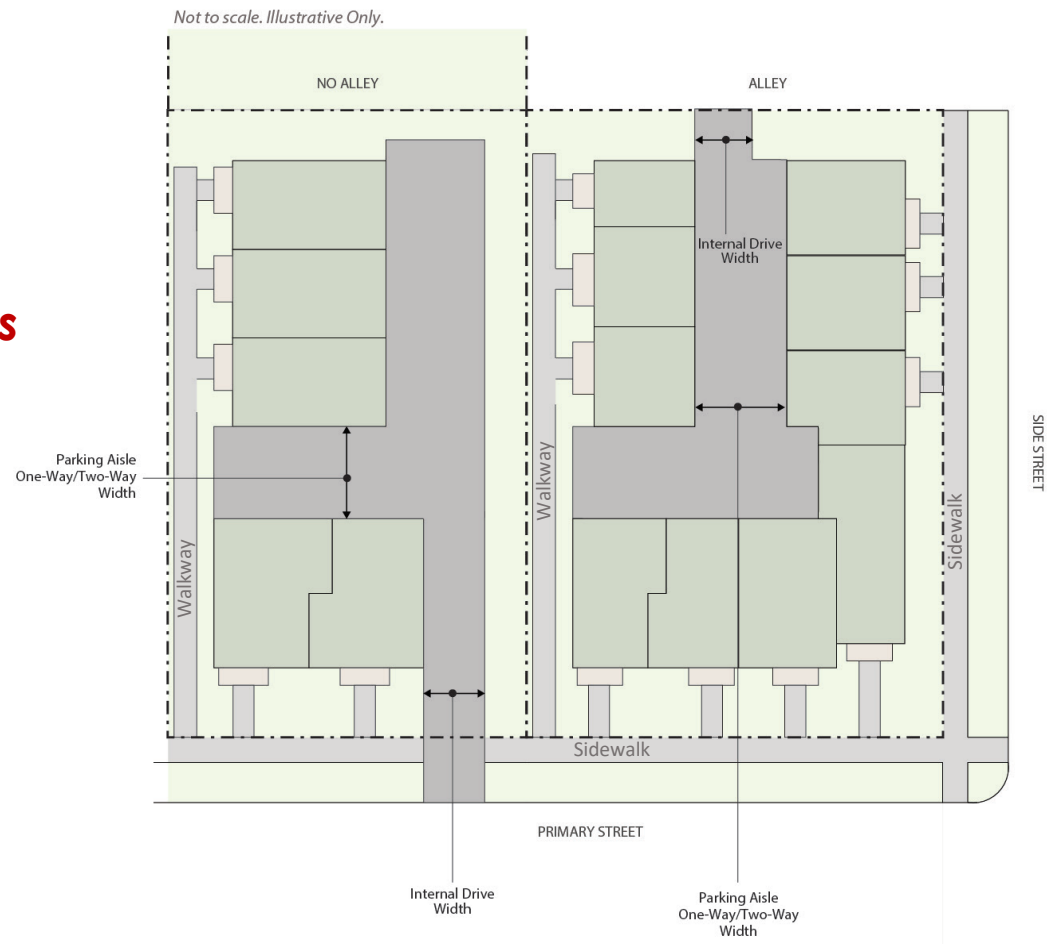
## 1. Allowing Narrower Driveways

- a. Allowing single-lane driveways for three-unit up to six(?) -unit projects.
- b. Allowing narrower parking aisles between facing garages. (TBD)
- c. Exemption from on-site maneuvering requirement for three and four units. (TBD)

## 2. Limiting Urban Driveway Frontages

- a. Focusing the alley access requirement on urban and transit-oriented contexts.
- b. Limiting driveway width in front yard setbacks to 12 or 14 feet, for small infill projects in urban contexts. (TBD)

Example Driveway Diagram from another zoning code, illustrating some urban driveway concepts.



# Potential Amendments: Parking Dimensions



## **1. Allowing Smaller Parking Space than 9'-wide in Urban Contexts**

- a. A percentage of spaces allowed to be 8'6"-wide by-right for residential and office uses.
- b. All Downtown CBD spaces allowed to be 8'6"-wide by-right.
- c. All parking space dimensions content merged into one section and table.

## **2. Promoting Shared Parking Courtyards**

- a. Clarified standards.
- b. Consistent language with private street "woonerfs."
- c. Allowed to count toward required private open space.

# Title 21 Parking and Site Access Amendment: Next Steps



## We Are Here

### 1. Pre-consultations

- Stakeholder Pre-consultations: Agencies, Commissions, Community organizations, and Experts.
- **Virtual Lunch&Learn/Workshop** for Development and Design Community: Wednesday, March 31.
- **Virtual Public Open House** discussions with General Public: April 7 and 15.
- Federation of Community Councils **Board of Delegates Presentation**: Wednesday, April 21 (6:00 pm).
- **Public Workshop Event**: Thursday, April 29 (6:30 – 8:00 pm).

### 2. Community Discussion Draft: Release in May for Public Review

- Summer: 2<sup>nd</sup> Round of Consultations; Feedback to Planning Dept. on Community Discussion Draft.
- Second Workshop Event to discuss public comments/feedback received.

### 3. Public Hearing Draft – Report and Comments to PZC

- Public Comments to Planning & Zoning Commission.

Title 21 Parking and Site Access Amendment:  
Workshop Discussion Topics



**Slides 21, 22, and 23 that follow were prepared for discussion at the *Lunch-and-Learn/Workshop* on March 31 and the *Virtual Open Houses* on April 7 and 15 ...**





# #2: How Much Forward-Looking?

## Forecast Lower Utilization:

Are we right to anticipate future lower parking utilization? How far into the future? ...2025 or 2030?

- Technological, Economic, Social Trends.
- Ongoing/planned investment in urban neighborhoods and alternative travel modes.
- Anchorage’s level of risk tolerance for near-term parking spillover impacts.
- Anticipate urban neighborhoods will see the most reduction as a result of these trends.

### Other trends or considerations?

*Restaurant Redevelopment Scenario:*  
 An area-specific parking requirement, if set to anticipated lower future parking utilization in 2030, would require fewer spaces than the average parking demand for restaurants for the first few years after its Opening Day.



Trend Factors	Likely Effect on Utilization (+ or -)
City Transportation/Land Use Plans	-
Denser, Mixed-use Development	-
Changes in Intensity of Occupancy	+
Demographic Changes	-
Cultural/Generational Preferences	-
Public Transit/Active Transportation	-
Road/Sidewalk 4-Season Maintenance	?
Energy Prices/Electric Motor Vehicles	?
Ride-Hailing/Carsharing Services	-
Congestion as a Travel Disincentive	-
Telecommunication Replacing Travel	-



# #3: Tailor Residential Driveways for Urban Contexts?

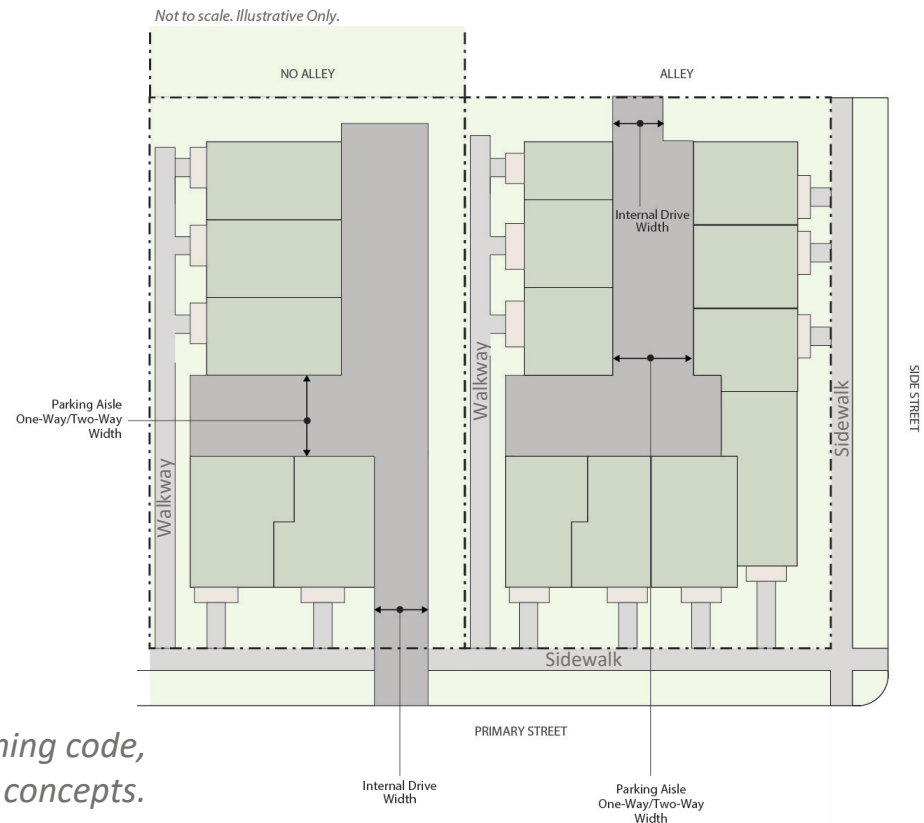
## **Narrower Driveways in Urban Neighborhoods:**

### **Are we on the right track allowing single-lane driveways for 3- to 6(?) -unit projects?**

- Allowing narrower parking aisles between rows of facing garages ?
- Exempting three- and four-unit projects from on-site turn-around requirements?
- Limiting driveway width in front yard setbacks (in urban contexts)?

*Any other reforms or considerations?*

*& Any questions about driveways are welcome!*



*Example Driveway Diagram from another zoning code, illustrating some urban driveway concepts.*

# Title 21 Parking and Site Access Amendment Project Info



<http://www.muni.org/Departments/OCPD/Planning/Projects/AnchLandUse/Pages/Actions4-3%264-6.aspx>

Or Use Search Words: "2040 Implementation Projects"

The screenshot shows the Municipality of Anchorage website. At the top left is the logo and name. To the right, there is a search bar with a magnifying glass icon and a 'SEARCH' button. Below the search bar is a navigation menu with links for Residents, Business, Government, Public Safety, Transportation, and ePay. A breadcrumb trail reads: Muni.org > Departments > Economic and Community Development > Planning Department > Projects > Anchorage 2040 > Actions 4-3&4-6. Below the navigation is a section titled 'How Can We Help You?' with three dropdown menus: 'Most Popular', 'How Do I...?', and 'Municipal Departments'.

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## Anchorage 2040

### Title 21 Parking and Access

#### Introduction

Meeting parking and maneuvering requirements are typically the costliest zoning regulations for multifamily and mixed-use developments. Excessive parking can reduce the number of housing units, increase household rents on remaining units, stymie economic reinvestment, discourage transportation alternatives, increase road congestion, constrain good design, and degrade quality of life.

This Title 21 text amendment proposes to allow less parking and narrower driveways for multifamily residential and mixed-use development projects within parts of the Municipality that experience a lower parking demand. It also promotes walking, bicycling, and transit access alternatives. It aims to help achieve the following:

#### Reduce Costs of Development/Housing

- Foster affordable and workforce housing.
- Reduce rent for households with fewer cars.

#### Support Infill, Redevelopment, and Urban Neighborhoods Walkability

- Allow more housing and mixed-use opportunities.
- Promote the character and accessibility of Anchorage's older, urban neighborhoods.

CURRENT NEWS: MARCH 26, 2020

#### Two Virtual Open House Opportunities

*The Open Houses will have the same presentation. Open House #2 adds time to share a recap of what we heard at Open House #1.*

**12 –1 pm, Wednesday, April 7, 2021 –  
Virtual Open House #1**

[Join Microsoft Teams Live Event](#)

**6:30 –8 pm, Thursday, April 15, 2021 –  
Virtual Open House #2**

[Join Microsoft Teams Live Event](#)

**6 pm, April 21, 2021 – Presentation to the  
Federation of Community Councils (FCC)  
Board of Delegates**

*A brief informational update was also given at the FCC meeting on March 17, 2021, prior to the April*